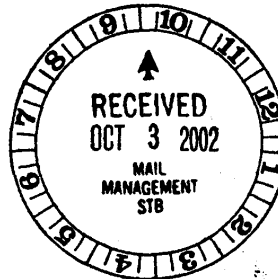


206323

UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT
101 NORTH WACKER DRIVE, SUITE 1920
CHICAGO, ILLINOIS 60606
FAX NO. 312-777-2065

RONALD J. CUCHNA
GENERAL SOLICITOR
312-777-2040



GEORGE H. BRANT
312-777-2051
MACK H. SHUMATE, JR.
312-777-2055
DANIEL R. LA FAVE
312-777-2046
LINDA J. COYLE
312-777-2056
THOMAS W. CUSHING
312-777-2053
FREDERICK P. JOHNSTON, JR.
312-777-2047

October 2, 2002

VIA U.P.S. OVERNIGHT DELIVERY

Surface Transportation Board
Section of Environmental Analysis
1925 "K" St., N.W., Room 504
Washington, DC 20423-0001

Attention: Victoria Rutson

**RE: Proposed Abandonment of the Lakewood Industrial Lead from
M.P. 16.50 near Cover Street to the end of the Line at M.P.
17.35 South of Wardlow Street, a Distance of 0.85 Miles in
Lakewood and Long Beach, Los Angeles County, California; STB
Docket No. AB-33 (Sub-No. 196X)**

Dear Ms. Rutson:

Enclosed for filing in the above-referenced docket is the original and ten (10) copies of a Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. §1105.11. Three (3) computer diskettes are also enclosed.

Union Pacific anticipates filing a Notice of Exemption in this matter on or after October 23, 2002.

Sincerely yours,

Mack H. Shumate, Jr.
Senior General Attorney

ENTERED
Office of Proceedings

OCT 3 2002

Part of
Public Record

Enclosures

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UNION PACIFIC RAILROAD COMPANY

LAW DEPARTMENT
101 NORTH WACKER DRIVE, SUITE 1920
CHICAGO, ILLINOIS 60606
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312-777-2053
FREDERICK P. JOHNSTON, JR.
312-777-2047

October 2, 2002

State Clearinghouse (or alternate):

Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

State Environmental Protection

Agency:

California Environmental Protection
Agency
1001 I Street
Sacramento, CA 95814

State Coastal Zone Management Agency
(if applicable):

California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

Head of each County:

Los Angeles County Supervisors
Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Environmental Protection Agency
(regional office):

U.S. Environmental Protection Agency
Region 9
75 Hawthorne Street
San Francisco, CA 94105

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Reg.#1
911 N.E. 11th Avenue
Portland, OR 97232-4181

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Los Angeles
911 Wilschire Blvd.
Los Angeles, CA 90017-3401

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
1849 "C" St., N.W., #MS2540
Washington, D.C. 20240

U.S. Natural Resources Conservation
Service:

State Conservationist
Natural Resource Conservation
Service
430 G Street, #4164
Davis, CA 95616-4164

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

California Department of Parks and
Recreation Office of Historic
Preservation
P. O. Box 942896
Sacramento, CA 94296-0001

**Re: Proposed Abandonment of the Lakewood Industrial Lead from M. P. 16.50
near Cover Street to the end of the line at M. P. 17.35 south of
Wardlow Street, a distance of 0.85 miles in Lakewood and Long Beach, Los
Angeles County, California; STB Docket No. AB-33 (Sub-No. 196x)**

Dear Sirs:

On or after October 23, 2002, we expect to be filing with the Surface
Transportation Board (STB) a Notice of Exemption to abandon and discontinue
operations over the Lakewood Industrial Lead from M.P. 16.50 near Cover Street
to the end of the line at M.P. 17.35 south of Wardlow Street in Lakewood and
Long Beach, California, a distance of 0.85 miles, in Los Angeles County,
California (the "Line"). The Line traverses U.S. Postal Service Zip Codes
90712 and 90807. Attached is a Combined Environmental and Historic Report

October 2, 2002
Page 2

which describes the proposed action and any expected environmental and historic effects, as well as a map of the affected area.

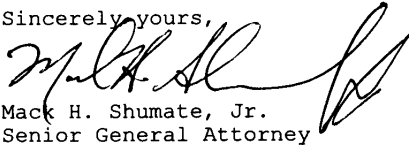
We are providing this report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA) at the following address, and refer to the above-referenced Docket Numbers.

Surface Transportation Board
Section of Environmental Analysis (SEA)
1925 K St., N.W., Room #504
Washington, DC 20423-0001
Telephone: 202/565-1545

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA, (with a copy to our representative), would be appreciated within three weeks.

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. If there are any questions concerning this proposal, please contact our representative directly at the address and telephone number indicated on this letterhead.

Sincerely yours,

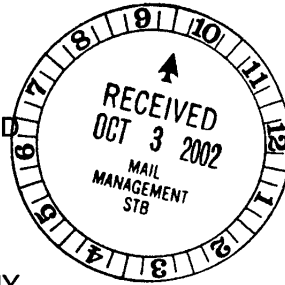


Mack H. Shumate, Jr.
Senior General Attorney

Before the
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 196X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN LOS ANGELES COUNTY, CALIFORNIA
(LAKEWOOD INDUSTRIAL LEAD)



Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX

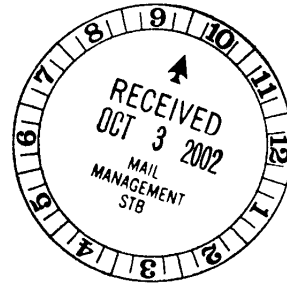
Dated: October 2, 2002
Filed: October 3, 2002

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Before the
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 196X)

UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN LOS ANGELES COUNTY, CALIFORNIA
(LAKEWOOD INDUSTRIAL LEAD)



Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for an exempt abandonment of the Lakewood Industrial Lead from M. P. 16.50 near Cover Street to the end of the line at M. P. 17.35 south of Wardlow Street, a distance of 0.85 miles in Lakewood and Long Beach, California (the "Line"). The Line is located in Los Angeles County, California.

The Line traverses U. S. Postal Service Zip Codes 90712 and 90807. A Notice of Exemption to abandon the Lines pursuant to 49 C.F.R. § 1152.50 (no local traffic for at least two years) will be filed on or after October 23, 2002.

A map of the Line marked **Attachment No. 1** is attached hereto and hereby made part hereof. UP's letters to federal, state and local government agencies are marked **Attachment No. 2** and **Attachment No. 3**, respectively, and are hereby made

a part hereof. Responses received to UP's letters to date are attached and sequentially numbered as indicated below.

ENVIRONMENTAL REPORT
49 C.F.R. § 1105.7(e)

(1) **Proposed action and alternatives.** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Response: The proposed action involves the abandonment by UP of the Lakewood Industrial Lead from M. P. 16.50 near Cover Street to the end of the line at M. P. 17.35 south of Wardlow Street, a distance of 0.85 miles in Lakewood and Long Beach, Los Angeles County, California (the "Line"). There are no shippers on the Line, and no commodities have moved over the Line for over two years.

The Line was constructed by the Los Angeles Terminal Railway in 1891. The Line is laid with 90-pound rail. There appears to be no reasonable alternatives to the abandonment. No local traffic has moved over the Line in the past two years, and there is no overhead traffic on the Line.

Based on information in the Applicants' possession, the Line proposed for abandonment does not contain federally granted right-of-way. The title to the property in the proposed abandonment is non-reversionary. Portions of the right-of-way may be suitable for public streets or energy transmission. The property is encumbered with easements for several large underground petroleum pipelines.

A map of the Line is attached as **Attachment No. 1**.

(2) **Transportation system.** Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Response: There will be no effect on regional or local transportation systems and patterns and no diversion of traffic to other transportation systems or modes. The subject Line has not been used for freight traffic for at least two years.

(3) **Land use.**(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If the action effects land or water uses within a designated coastal zone, include the coastal zone information required by 49 C.F.R. § 1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

Response: (i) UP is unaware of any adverse effects on local and existing land use plans. Los Angeles County, California officials have been contacted. To date UP has received no response.

(ii) The California State Conservationist has been contacted. To date UP has received no response.

(iii) The California Coastal Commission has been contacted. To date UP has received no response.

(iv) Portions of the right-of-way may be suitable for public streets or energy transmission. The title to the property is nonreversionary. The

property is encumbered with easements for several large underground petroleum pipelines.

(4) **Energy.** (I) Describe the effect of the proposed action on transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

Response: (I) There are no effects on the transportation of energy resources in view of the absence of rail shipments on the Line.

(ii) There are no recyclable commodities moved over the Line.

(iii) There will be no change in energy consumption from the abandonment.

(iv)(A)(B) There will be no rail-to-motor diversion.

(5) **Air.** (i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) an increase in rail yard activity of at least 100% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. §10901 (or §10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in §§(5)(i)(A) will apply.

Response: There is no such effect anticipated.

(5) **Air.** (ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. §10901 (or 49 U.S.C. §10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Response: There will be no increase in rail traffic, rail yard activity, or truck traffic as a result of the proposed action.

(5) **Air.** (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Response: The proposed action will not affect the transportation of ozone depleting materials.

(6) **Noise.** If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more or

(ii) an increase to a noise level of 65 decibels Ldn or greater.

If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Response: Not applicable.

(7) **Safety.** (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Response: (i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

(8) **Biological resources.** (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Response: (i) The U. S. Fish and Wildlife Service has reviewed the proposed transaction and stated they do not anticipate any direct or indirect impacts to any federally listed proposed, endangered or threatened species or their critical habitats, wildlife sanctuaries or refuges. The U. S. Fish and Wildlife Service response is attached hereto as **Attachment No. 4** and hereby made part hereof.

(ii) The National Park Service has been contacted. To date UP has received no response.

(9) **Water.** (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

Response: (i) The California Environmental Protection Agency has been contacted. To date UP has received no response.

(ii) The U.S. Army Corps of Engineers has been contacted. To date UP has received no response.

(iii) It is not anticipated there will be any requirements for Section 402 permits.

(10) **Proposed Mitigation.** Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response: There are no known adverse environmental impacts.

HISTORIC REPORT
49 C.F.R. § 1105.8(d)

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

Response: See Attachment No. 1. There are no structures 50 years old or older affected by the proposed transaction.

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area:

Response: The Long Beach Municipal Airport is located to the east of the portion of the right-of-way of the Line between Cover Street to Wardlow Street, and commercial and light industrial uses are common west of this segment. Commercial uses are located to the west of the segment of the Line from Wardlow Street to the end of the track at MP 17.35 at Cherry Street, and commercial, industrial and some vacant property is located to the east of this segment of the Line. The right-of-way of the Line

is 80 feet wide, located on level topography in an urban area adjacent to and south of the Long Beach Municipal Airport.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:

Response: Not applicable.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

Response: Not applicable.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

Response: See the preceding pages for a brief history and description.

There have been no rail operations over the Line for at least two years. No changes in carrier operations are contemplated.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

Response: UP believes there are no structures over fifty years old which can be found to be historic.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

Response: At this time, UP knows of no historic sites or structures or archeological resources in the project area. Donald D. Snoddy, Manager-Museum Services, indicates that any archeological sites within the scope of the right-of-way

would have been disturbed during the construction of the Line, and any salvage activities should not affect any previously undisturbed sites. Abandonment of the Line will have no impact on any prehistoric sites.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain:

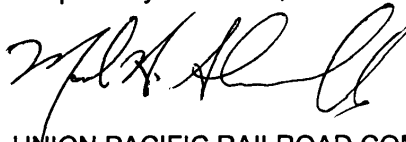
Response: Applicants do not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or groups of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

Response: Not applicable.

Dated this 2nd day of October, 2002.

Respectfully submitted,



UNION PACIFIC RAILROAD COMPANY
Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX

CERTIFICATE OF SERVICE
OF THE
COMBINED ENVIRONMENTAL AND HISTORIC REPORT

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 196X), the Lakewood Industrial Lead in Los Angeles County, California was served by first class mail on the 2nd day of October, 2002 on the following:

State Clearinghouse (or alternate):

Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

State Environmental Protection Agency:

California Environmental Protection Agency
1001 I Street
Sacramento, CA 95814

**State Coastal Zone Management Agency
(if applicable):**

California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

Head of each County:

Los Angeles County Supervisors
Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region 9
75 Hawthorne Street
San Francisco, CA 94105

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 1
911 NE 11th Avenue
Portland, OR 97232-4181

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Los Angeles
911 Wilshire Blvd.
Los Angeles, CA 90017-3401

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
Department of the Interior
1849 "C" St., N.W., #MS2540
Washington, D.C. 20240

**U.S. Natural Resources Conservation
Service:**

State Conservationist
Natural Resource Conservation Service
430 G Street, #4164
Davis, CA 95616-4164

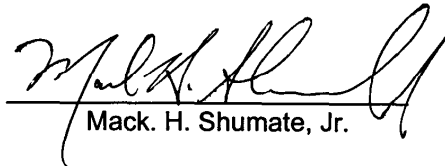
National Geodetic Survey:

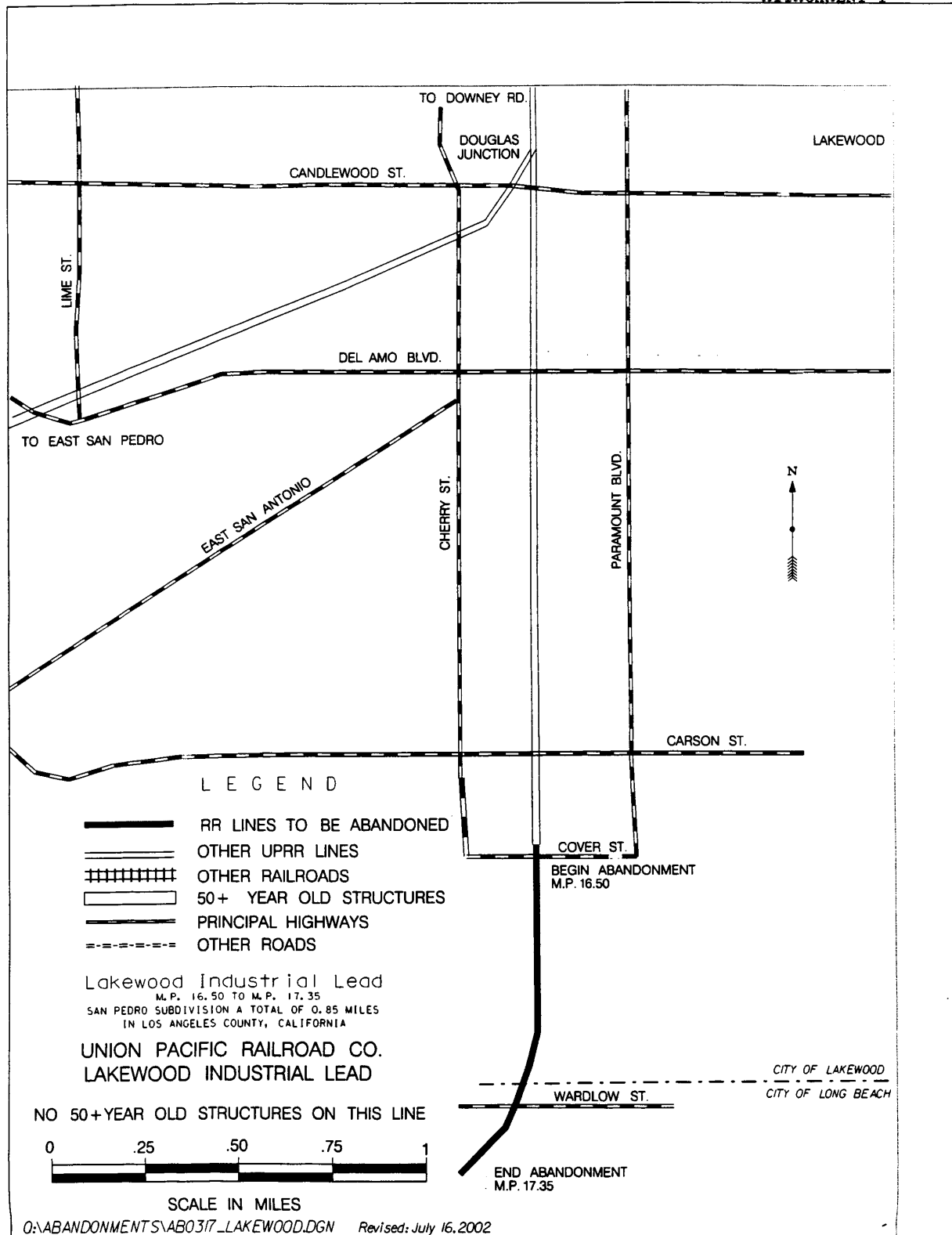
National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

California Department of Parks and Recreation
Office of Historic Preservation
P. O. Box 942896
Sacramento, CA 94296-0001

Dated this 2nd day of October, 2002.


Mack. H. Shumate, Jr.



CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES™

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4861



July 15, 2002

State Clearinghouse (or alternate):

Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

State Environmental Protection Agency:

California Environmental Protection Agency
1001 I Street
Sacramento, CA 95814

**State Coastal Zone Management Agency
(if applicable):**

California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

Head of each County:

Los Angeles County Supervisors
Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region 9
75 Hawthorne Street
San Francisco, CA 94105

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 1
911 NE 11th Avenue
Portland, OR 97232-4181

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Los Angeles
911 Wilshire Blvd.
Los Angeles, CA 90017-3401

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

U.S. Natural Resources Conservation Service:

State Conservationist
Natural Resource Conservation Service
430 G Street, #4164
Davis, CA 95616-4164

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

California Department of Parks and Recreation
Office of Historic Preservation
P. O. Box 942896
Sacramento, CA 94296-0001

Re: Proposed Abandonment of the Lakewood Industrial Lead from M. P. 16.50 near Cover Street to the end of the line at M. P. 17.35 south of Wardlow Street, a distance of 0.85 miles in Long Beach, Los Angeles County, California; STB Docket No. AB-33 (Sub-No. 196x)

RECEIVED

JUL 15 2002

LAW DEPARTMENT
UNION PACIFIC RR CO.

Dear Sirs:

Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Lakewood Industrial Lead from M. P. 16.5 near Cover Street to the end of the line at M. P. 17.35 south of Wardlow Street, a distance of 0.85 miles in Long Beach, Los Angeles County, California. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts; however, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission. If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

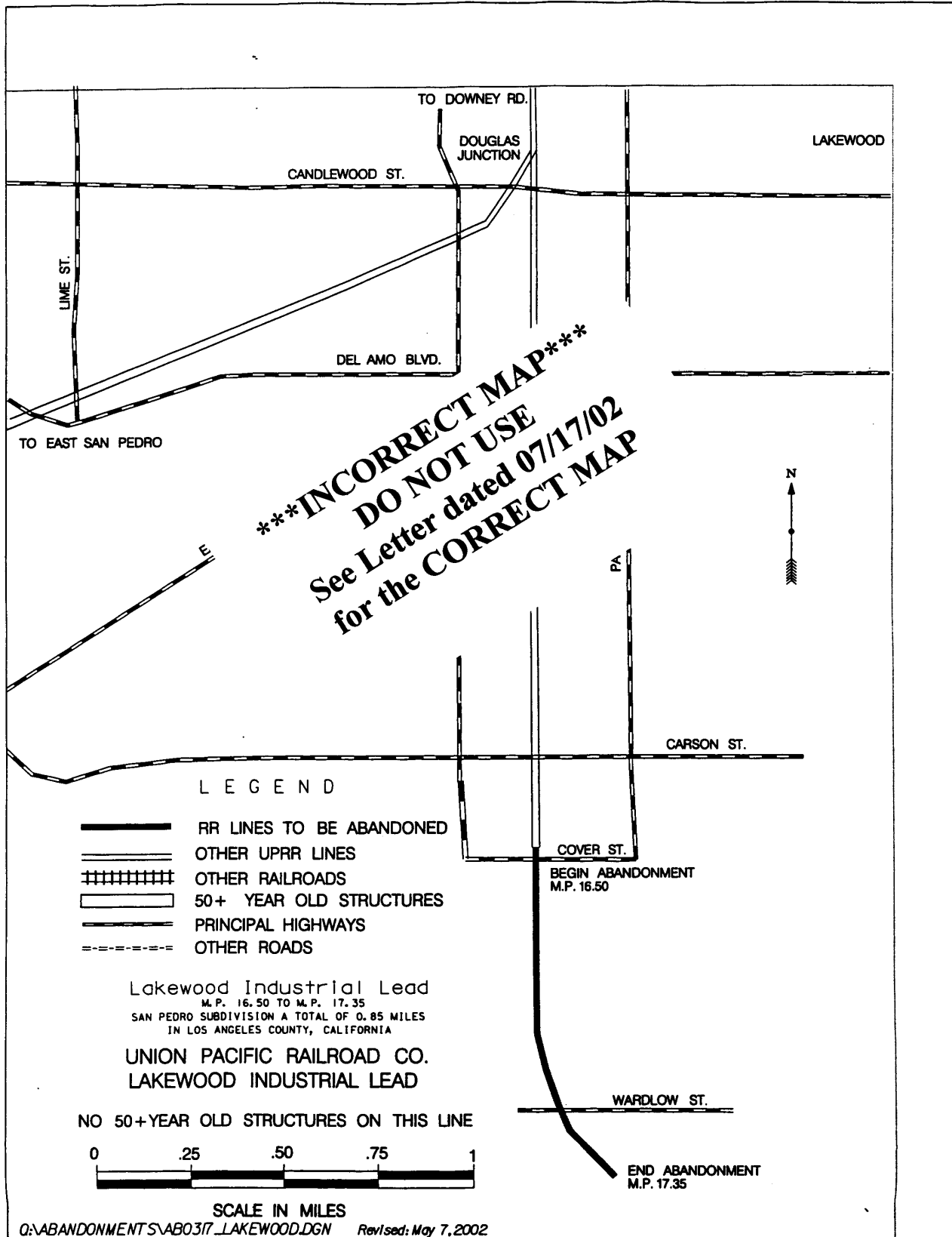
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1416 Dodge Street, Room 830, Omaha, NE, 68179. If you need further information, please contact me at (402) 271-4861.

Yours truly,

Charles W. Saylor
Charles W. Saylor

Attachment



CHARLES W. SAYLORS
DIRECTOR-LEGAL SUPPORT SERVICES

UNION PACIFIC RAILROAD COMPANY

1416 DODGE STREET
OMAHA, NEBRASKA 68179
(402) 271-4861



July 17, 2002

State Clearinghouse (or alternate):

Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814

State Environmental Protection Agency:

California Environmental Protection Agency
1001 I Street
Sacramento, CA 95814

**State Coastal Zone Management Agency
(if applicable):**

California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, CA 94105-2219

Head of each County:

Los Angeles County Supervisors
Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region 9
75 Hawthorne Street
San Francisco, CA 94105

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 1
911 NE 11th Avenue
Portland, OR 97232-4181

U.S. Army Corps of Engineers:

U.S. Army Engineer District
Los Angeles
911 Wilshire Blvd.
Los Angeles, CA 90017-3401

National Park Service:

William D. Shaddox
Chief, Land Resources Division
National Park Service
800 North Capitol Street, NE., Room 500
Washington, D.C. 20002

U.S. Natural Resources Conservation Service:

State Conservationist
Natural Resource Conservation Service
430 G Street, #4164
Davis, CA 95616-4164

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

California Department of Parks and Recreation
Office of Historic Preservation
P. O. Box 942896
Sacramento, CA 94296-0001

Re: Proposed Abandonment of the Lakewood Industrial Lead from M. P. 16.50 near Cover Street to the end of the line at M. P. 17.35 south of Wardlow Street, a distance of 0.85 miles in Lakewood and Long Beach, Los Angeles County, California; STB Docket No. AB-33 (Sub-No. 196x)

RECEIVED

JUL 22 2002

LAW DEPARTMENT
UNION PACIFIC RR CO.

Dear Sirs:

On July 15, 2002 I sent you a letter referring to Union Pacific Railroad Company plans to request authority from the Surface Transportation Board (STB) to abandon and discontinue service on the Lakewood Industrial Lead from M. P. 16.5 near Cover Street to the end of the line at M. P. 17.35 south of Wardlow Street, a distance of 0.85 miles in Long Beach, Los Angeles County, California. It has come to my attention that the track segment proposed to be abandoned also traverses the City of Lakewood. A revised map with the proposed track abandonment shown in black is attached.

As requested on July 15th, pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, we request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts; however, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

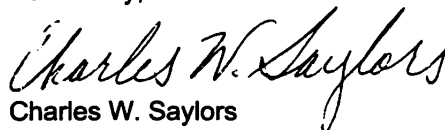
U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials

involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

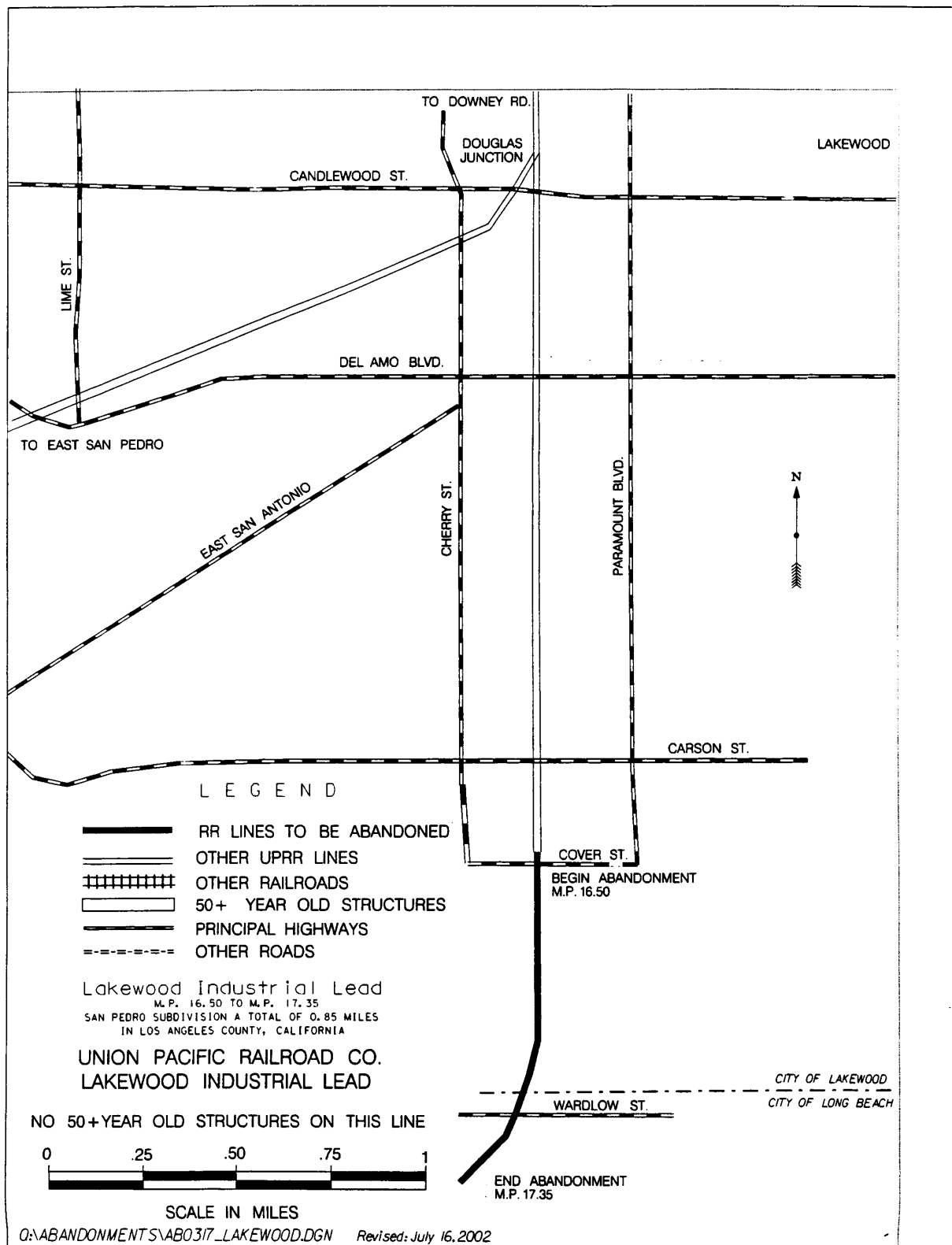
Please replace our July 15, 2002 letter to you concerning the Lakewood Industrial Lead abandonment with this letter.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1416 Dodge Street, Room 830, Omaha, NE, 68179. If you need further information, please contact me at (402) 271-4861.

Yours truly,


Charles W. Saylor

Attachment





United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
2730 Loker Avenue West
Carlsbad, California 92008



In Reply Refer To:
FWS-LA-3013.1

AUG 5 2002

Charles W. Saylor
Union Pacific Railroad
1416 Dodge Street, Room 830
Omaha, Nebraska 68179

Re: Informal Section 7 Consultation for the Proposed Abandonment of 0.85 Miles of the
Lakewood Industrial Lead, Cities of Lakewood and Long Beach, Los Angeles County,
California


Dear Mr. Saylor:

We have reviewed the information received by our office on July 26, 2002, regarding the proposed abandonment of 0.85 miles of the Lakewood Industrial Lead railway in the cities of Lakewood and Long Beach, Los Angeles County, California. We are providing the following determination based on our review of information contained in your letter and our knowledge of biological resources within Los Angeles County. This determination is provided in accordance with the Endangered Species Act of 1973 (Act), as amended (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

The proposed project consists of abandoning a section of railway in a highly urbanized area located in Lakewood and Long Beach. Based on the project description, we do not anticipate any direct or indirect impacts to any federally listed proposed, endangered or threatened species or their critical habitats, wildlife sanctuaries or refuges. Therefore, the interagency consultation requirements of section 7 of the Act, as amended, have been satisfied. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

If you have any questions regarding this letter, please contact Fish and Wildlife Biologist Kerri Davis of this office at (760) 431-9440.

Sincerely,

 Karen A. Evans
Assistant Field Supervisor